AMENDMENTS TO THE SPECIFICATION

Please insert the following headings and paragraph at page 1, after the title:

Priority Claim

This is a 35 U.S.C. §371 National Stage of International Application No. PCT/EP2003/012480, filed on November 8, 2003. Priority is claimed on that application and on the following application:

Country: Germany, Application No. 102 52 399.1, Filed: November 12, 2002.

Background of the Invention

Please replace the paragraph beginning at page 1, lines 3-4, with the following rewritten paragraph:

The invention concerns a method for the closed-loop control of an internal combustion engine-generator unit ~~in accordance with the introductory clause of Claim 1~~.

Please insert the following heading at page 2, between lines 13 and 14:

Summary of the Invention

Please delete the paragraph at page 2, lines 16-17.

Please insert the following heading at page 3, between lines 10 and 11:

Brief Description of the Drawings

Please insert the following heading at page 3, between lines 16 and 17:

Detailed Description of the Invention

Please replace the paragraph at page 7, lines 17 to page 8, line 7, with the following rewritten paragraph:

After adaptation of the set run-up ramp HLR(SW), a smaller set injection quantity QSW is thus obtained during the engine start, which results in the avoidance of black smoke formation.

At the same time, the input-output maps in Figure 2 are computed with a smaller set injection quantity [[QDW]] QSW. This leads to more favorable operating values. This improves the accelerating power of the engine. Due to this improvement, in practice, the set run-up ramp HLR(SW) can be set by a greater run-up ramp HLR(IST) than that determined from the actual speed behavior. Consequently, the following applies:

HLR(SW) = (SUM(dn(i)) / SUM(dt(i)) + K)

where

~~HLR(IST)~~ HLR(SW)	=	set run-up ramp
SUM	=	sum in the observed interval (i = 1 to i = n)
dn(i)	=	change in speed
dt(i)	=	time interval
K	=	constant (K > 0)

Please replace the paragraph beginning at page 8, lines 8-19, with the following rewritten paragraph:

Figure 4 shows ~~an input-output map~~ a characteristic curve. It shows several set run-up ramps as a function of time. HLR1 denotes the set run-up ramp in the initial state, as it is mapped in the standard set of parameters when the internal combustion engine is delivered. In accordance with the invention, the set run-up ramp HLR1 is adapted as a function of the actual run-up ramp computed from the actual speed nM(IST). In Figure 4, two additional run-up ramps HLR2 and HLR3 are plotted as examples. The set run-up ramp HLR3 will occur in an internal combustion engine-generator unit with a large moment of inertia. The set run-up ramp HLR2 will occur in an internal combustion engine-generator unit with a very small moment of inertia. In addition, a first limiting value GW1 and a second limiting value GW2 for error protection are plotted. Consequently, the adaptation of the set run-up ramp occurs only when the new set run-up ramp lies within a tolerance band TB, which is defined by the first limiting value GW1 and the second limiting value GW2.

Please insert the following new paragraph at page 9, after line 11:

Although the present invention has been described in relation to particular embodiments thereof, many other variations and modifications and other uses will become apparent to those skilled in the art. It is preferred, therefore, that the present invention be limited not by the specific disclosure herein, but only by the appended claims.

Please delete page 10 in its entirety.